





Today's  
Advertisements.THEATRE ROYAL.  
CITY HALL.POLLARD'S  
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LILLIPUTIAN OPERA COMPANY

## Intimation.

A. S. WATSON & CO.  
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

AERATED  
WATERS.OUR AERATED WATER FACTORY is fitted with  
the best English Machinery, embodying the  
latest improvements in the trade.The Purest Ingredients only are used, and the  
utmost Care and Cleanliness exercised in the  
Manufacture throughout.The Water used is proved by repeated  
Analyses to be Absolutely Pure.For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.Counterfoil Order Books supplied on applica-  
tion.Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."  
And all signed messages addressed thus will  
receive prompt attention.The following is a List of Waters always kept  
ready in Stock—PURE AERATED WATER,  
SODA WATER,  
LEMONADE,  
POTASH WATER,  
SELTZER WATER,  
LITHIA WATER,  
SARSAPARILLA WATER,  
IONIC WATER,  
GINGER ALE,  
GINGERADE.No Credit given for Bottles that look dirty or  
greasy, or that appear to have been used for any  
other purpose than that of containing Aerated  
Waters, as such Bottles are never used again  
by us.A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.  
HONGKONG 13th April, 1897.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 14, 1897.

NOTES AND COMMENTS.

THE VERANDAH INCIDENT.

The very same Ordinance under which Mr. WHITEHEAD was punished yesterday specifically provides that every person who, upon any public footway, shall roll or carry any barrel, cask, butt or any other thing calculated to annoy or incommodate the passengers thereon, except for the purpose of housing them, or of loading any cart or carriage on the other side of the footway shall be liable to a penalty of \$5. This is an offence of daily and hourly occurrence. Coolies carrying baskets, tins of kerosene, building materials and buckets are constantly invading the public pathways in Queen's Road and no policeman ever interferes either to put them out in the street or to arrest and get them punished. We have been informed that the Police even drive coolies carrying goods in off the street and on the footpaths, to keep the roadway clear for rickshaws and chairs. If this is so, it is time something was done towards putting the existing law in force, and teaching the police their duty, for nothing is more annoying than to be hustled on the pavement by coolies with loads, sometimes more than offensive, when the footways are so abominably narrow and are so crowded with foot passengers. Now that a beginning has been made, through not a very creditable one, it is true, we hope FINLAY'S comrades will follow his example and make a little more pleasant the lot of pedestrians using the footpaths in Queen's Road and other busy centres of the city. We would, however, at the same time commend to the police Mr. WOODHOUSE'S utterances from the Bench yesterday on the subject of forbearance and the evils attending a display of offensive swagger and bullying.

NOT USUAL TO NOTIFY THE PRESS.  
We were rather surprised to see the Daily Press come out this morning with a lengthy report of a special meeting of the Sanitary Board held yesterday afternoon, for no notice of such meeting was received at this office although as regards the ordinary fortnightly meetings we invariably receive an intimation. Inquiries were promptly made and it was found that none of the local papers received an intimation from the Secretary of the Board that there was a

likelihood of such a meeting being held to discuss matters that are of great importance to the general public. It was only natural, of course, that a representative of the Telegraph should call on Mr. McCALLUM this morning to ask why he was not notified in the usual way, and he was told in reply that the Secretary had only very short notice of the meeting and it was "not usual to notify the press of special meetings called on short notice." How the Daily Press got the report of proceedings we know not but it is just possible their reporter "got wind" of the intention to hold a meeting and being in no hurry to get back to his office hung about the Sanitary Board offices until the members of the Board assembled and then slipped in to report the proceedings. But however that may be matters little at present, and what we wish to draw attention to is the manifest advisability of the Secretary of the Board being instructed to notify the Press of all special meetings. Our office is not very far from the Board's offices and we should not fail to have a reporter present if afforded an opportunity to do so. The notice of regular meetings is practically superfluous, but an intimation of special meetings is necessary, and in the interest of the general public we submit that an effort should be made to apprise us of the fact when it is intended to hold such meetings. We have a very clear recollection of one or two special meetings that were held in April and May of 1894, and we also remember that the Press was promptly informed as soon as the decision was arrived at that such meetings would be held; but in 1894 the Board was a popularly constituted body. It is not so at present.

In another part of this issue we published a carefully revised and corrected report of the proceedings. Some of the utterances of Mr. F. H. MAY were, it seems, incorrectly reported by our morning contemporary.

COLONISATION A LA FRANCAISE.

We publish to-day in another column a translation of an amusing article entitled "Reflexions sur la Colonisation en Angleterre et en France." The original is to be found in the latest budget of papers published by the Société de Géographie Commerciale. The reasons assigned by our Gallic neighbours for the success of British schemes of colonisation are ingenious and will doubtless carry conviction to a great many patriots in France, but a remarkable change will have to take place in the hearts of the gallant youths of la belle France, not to speak of the anxious and devoted mothers of not over large families, before we shall find them allured to far-off colonies which owe their origin, not to the inexorable laws of necessity arising from an overplus of population in limited areas, but to an unfortunate spirit of national jealousy and political rivalry. We are afraid that our French friends are going on the wrong lines. It is well-nigh impossible to induce people to ex-patriate themselves when there is enough room and to spare at home. You cannot create flourishing colonies by artificial means. It is the stern inexorable laws of necessity principally that have made the Anglo-Saxons overrun the world and will continue to cause them to seek their fortunes in the uttermost parts of the Earth so long as our little islands in the Great West continue to produce them in vast numbers that the fight for life at home is found to be a desperate contest for existence in which the fittest only can survive; the weaker or those who are blessed with an adventurous spirit being bound to seek other pastures and other climes. So long as the present "social system" of the United Kingdom of Great Britain and Ireland is in vogue so long will the overflow of population continue. That overflow is bound to find an abiding place somewhere and the British flag is sure to follow it. In the "adage *Necessitas non habet legem*" is to be found the main reason of British expansion, and as necessity cannot be created by artificial means neither can the natural outcome of stern necessity, *i.e.*, flourishing colonies, be created by any amount of clever or artificial devices. The nations (Great Powers) of the West may annex far-distant lands, but the people who are destined to ultimately rule them are those who have been borne thither by destiny. It will be noted in the French article now under notice that the British colonies are not in the smallest degree admitted to be successes, but that is probably owing to the fact of our invariable success as colonizers in all parts of the world being so universally accepted as irrefutable, and it is therefore to be inferred that the gifted author of these "Reflexions" also admits it, his silence on the point being tantamount to unconditional consent.

THE AFFORESTATION DEPARTMENT.

Mr. CHARLES FORD, Superintendent of the Botanical and Afforestation Department, in his annual report deals at length with "the Gardens," which despite the destructive typhoon of 29th July last have done remarkably well and he makes a very opportune suggestion for the introduction of roomy and artistic glass conservatories for orchids and other ornamental plants which would largely increase the attractiveness of the gardens, as well as afford a delightful summer promenade. Mr. FORD also reports finding the male and female flowers of an indigenous dioecious tree at Happy Valley, a genus of *Pongamia*, of which only two species were known before, one in Mauritius and the other in Rodriguez. Samples were sent to Kew and were there named *Pongamia Fordii* in honour of our local botanist. The fruit is eaten by the Chinese who call it the "hog plum," but Europeans do not find it palatable. We are glad to notice that the villagers are becoming more considerate, the trees cut and stolen in 1896 being 497, not quite half the number

for 1895; 70 convictions were obtained and the fines totalled \$118.50. Among other items of interest it is stated that a row of camphor trees 3½ miles long was planted along the mountain side of the Shaokwan-Tydam-tuk Road, and 3,000 Japanese pines have been planted on the Southern slopes of Wanchai Gap. But against this account must be set the 11,700 pines destroyed by fires during the period under review. The cost of repairing the damage done to trees in streets and roads by the typhoon of July 29th was \$402.26. Regarding the pest of caterpillars Mr. FORD says that from February 27th to July 31st no less than 15 tons 16 cwt. 2 qrs. of the insects were destroyed at a cost of \$735.45. The pest has now been driven back to the mainland beyond Kowloon, and we read that last year's big typhoon is also largely answerable for this desirable change. This is highly satisfactory and we trust Mr. FORD'S information, like so much he has told us in the past, will turn to be true in substance and in fact. In an early issue we purpose giving extracts from the report and in the meantime have one or two suggestions to make. We would advocate a good deal more planting. Beautiful trees can be imported at very moderate cost from all parts of the East and many of our thoroughfares would be greatly improved by trees planted from 15 to 25 feet apart either down the centre or along each side of them. It has been done in Saigon and at Shanghai and could and, in view of the extreme heat in summer, should be done here. It is a great pity that no trees have yet been planted on the reclaimed ground at the back of the City Hall. The heat will be excessive on that exposed area in the summer, whereas a few trees planted judiciously would have afforded shade and at the same time greatly improved the appearance of the approaches to the palatial club-house on the new Bund. There is also plenty of room for activity in the matter of planting first on the south side of the island, along the road to Tydam reservoir, in Shaokwan and in British Kowloon. But it is no use to increase our stock of trees unless we at the same time take steps to protect them from the depredations of cattle and of needy villagers who, perhaps oftentimes in ignorance of the law, have a nasty habit of stripping the young trees and thereby doing irreparable damage. We want more trees and more Forest Guards and we hope to hear by-and-by that Mr. FORD has taken our hint in the friendly spirit in which it is made.

## TELEGRAMS.

REUTERS' MESSAGES.

TURKEY, GREECE, AND THE POWERS.

LONDON, May 14th.  
The Powers have presented the Note to Greece in accordance with the conditions proposed by Germany, and Greece has accepted it without reserve.

GREECE AND CRETE.

The Ambassadors at Constantinople are now urging the Porte to agree to an armistice, but the war spirit is very strong in Turkey.

GREECE AND CRETE.

The Greek troops have commenced to embark at Cretan ports.

CHESTER SPRING MEETING.

RESULT OF THE CHESTER CUP.

THE CHESTER CUP (handicap) of 2,200 sovs. (a Capwin 500 sovs. and the remainder in specie), added to a sweepstakes of 250 sovs. each, 15 ft. for three year olds and upwards; the second to receive 500 sovs. and the third 200 sovs. out of the stakes; the winner, after Jan. 30th at noon, of the One Thousand Guineas or Two Thousand Guineas Stakes at Newmarket in 1895 or a handicap value 500 sovs., 14 lb. of a handicap value 500 sovs., 7 lb. extra; entrance 50 sovs. each, to the Race-land, which will be the only forfeit if declared to Messrs. Westbury by Tuesday, 18th, 4th; Old Cap Course, newly 12 miles, and a quarter, 44 fms., 14 of whom declared forfeit.

Mr. R. Leabury's ch. c. Count Schomberg, by

Asghim—Closely; 5 yrs. 7 ft. 11 in.

Pistly ..... 3

Shaddock ..... 3

(From L'Avenir du Tonkin.)

THE DISASTER IN PARIS.

PARIS, May 6th.  
One hundred bodies have been got out of the ruins of the charity bazaar and they include the wives of Generals Wastin, Cheval and Serrurier. All the ambassadors have personally tendered expressions of sympathy to M. Hanotaux and Queen Victoria and the Emperor of Germany have cabled to M. Faure their regrets and deep sympathy.

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10 per £.

GYMKHANA to-morrow; first race at 4.15 p.m.

The steamer *Tydam*, with the next Australian mail, is due here from Port Darwin to-morrow.

THE P. & O. steamer *Katier-Eldred*, with the next English Mail, is due here from Singapore about 4 p.m. to-morrow.

We learn from L'Avenir du Tonkin of the 8th May that the French triumphal *Canton* has at last been floated and towed into Tourane.

HER Majesty's ships *Alacrity*, *Centurion* and *Handy* are at Yokohama, and the store ship *Hummer* is now on her way to Hongkong from Japan.

DR. NAKEN has asked permission to name the Siberian peninsula discovered by him after King Oscar of Sweden. The King and the Russian authorities have given their consent.

A VERY tough looking boiler-maker of the Kowloon Docks was to-day sentenced to six months' hard labour for the imputed theft of \$175 from a corporal on the Spanish corvette *Prima Christina*.

THE adjourned inquest on the body of the late Rev. J. S. Collins was held at Fecchow on 5th instant, when it was found that death occurred through accidental drowning in the Min River between Yessing-ia and Kucheng.

At the Magistrate's today a Chinese employed by Mr. D. Kennedy was charged by Inspector Butlin with having kept a ferocious dog. It was shown that the animal had bitten a gardener twice, and Mr. Wodehouse ordered him to pay \$5 as amends.

"If we had to describe the Maris Corelli in formal eulogistic geography," says a writer in the *Bookman*, "we should say that she is bounded on the north by Ouida, on the south by Laura Jean Libbey, on the east by Florence Warden and on the west by Archibald Clavering Gunter."

THE French flag ship with Rear-Admiral Gicaut de Bedollet on board, arrived to-day from Saigon. She saluted the port and the flag and the shore battery and *Victor Emmanuel* returned the compliment, and salutes were also fired by the Spanish cruiser and returned by the French flag ship.

On one of the wide avenues of Chicago there has lately been seen the queer spectacle of a cart with a rear pair of sails—malosail and jib—spinning along before the wind, turning around corners, or tacking to an adverse breeze. This craft runs on four bicycle wheels and has a body built like the deck of a boat. It was invented by two boys of the Windy City.—*Ex.*

POLLARD'S LILLIPUTIANS had another large audience last night at the Theatre Royal. His Excellency the Governor being amongst those present. "The Pirates of Penzance" was again successfully performed and frequent bursts of applause and many recalls rewarded the efforts of these talented children. To-night they close the season here, "La Mascotte" being the programme.

FOUR ricksha coolies were charged at the Magistrate's to-day with having refused to carry an Indian constable. Inspector Butlin said there had been a lot of trouble with the ricksha coolies and many were to lose their licenses. These men doubtless thought the constable was one of the Hongkong Regiment, being in uniform, and these soldiers often beat the coolies out of their fares. Fines of \$2 each were inflicted.

MR. W. HARGREAVES BATH, the well-known naturalist, traveller, and explorer, who is a native of Birmingham, had arrived in Calcutta on his way to the Sikkim Himalayas at the date of last advice. He intends to proceed to Singapore and the Malay Archipelago (Java, Sumatra, Borneo, etc.), and from thence to the United States, returning home to England via New York. Butterflies, moths, and beetles will be collected at all these places, so that he expects to obtain one of the largest collections in existence of these insects.

Mr. Stanley Spencer, the intrepid balloon and parachute "artist," announces that, in an interval in the Gymkhana sports at Happy Valley to-morrow afternoon, he will make a balloon ascent and parachute descent. This daring aeronaut gave some very successful displays at Canton lately, reaching *terra firma* with the utmost safety after going up to extraordinary heights. It is to be hoped that, in the present state of the weather, he does not get too near "Old Sol" or his fate may be that which befell *Leona*. Mr. Spencer is a member of the well known firm of C. G. Spencer and Sons balloon makers, London.

In a recent issue of *The Friend of the Free State* and *Blumfontein Gazette*, there is a snake story which takes the Jubilee cake with consummate ease. It states that a professor of natural history travelling in India assisted a rattlesnake in distress and put some healing ointment on its sore nose. The snake wagged its tail, nuzzled in the professor's bosom and refused to leave him. Eventually the pair came to England together and took up their abode at Brixton. The professor slept in the best bedroom and his friend the rattlesnake in the attic. One night the professor heard a violent struggle going on above. He rushed upstairs and found that the snake had with his front part seized a burglar who had just entered, and had his tail part out of the window rattling for policeman!

On the 1st April, Amdat Meah, a *peon*, belonging to the Hongkong and Shanghai Bank, was tried at Rangoon on a charge of stealing some Rs. 75,000, the property of the bank. The evidence showed that the prisoner entered the service of the bank a year ago, as *peon*, and had access to the general office where the safes were kept. On the bank being locked up on the evening of Saturday, the 3rd April, the safes contained the above amount in notes and coin. On the morning of the 5th April, when the safes were opened, the money was missed. The prisoner was also missed, but was arrested a few days afterwards. He confessed to the crime, and duplicate keys to one of the safes were found in his possession. The prisoner was sentenced to two years' rigorous imprisonment. Almost all the stolen money has been recovered.

ESACH SINGH, an unemployed Sikh, to-day proceeded against a Mahomedan named Ali Ditta for the theft of a box which he had entrusted to his care. It seems that after the box had been handed to defendant, complainant did not see it till some days after when he found it in the possession of an Asiatic gunner at MacGregor Barracks. Clothes value \$3 and a promissory note for \$50 were missing from the box. The gunner who bought the box said it was empty when he received it and he gave \$2 for it. After further evidence Inspector Mana said that one of the witnesses for the prosecution had yesterday asked him to withdraw the charge as it would only be disgrace to the prosecutor. Defendant then made a statement to the effect that the box was given to him empty and that Esach Singh had threatened to get him into trouble because he would not lend him money. The case was dismissed.

PARLIAMENTARY reporters are a long-living race. The head of the *Times* corps died not so many years ago after holding his post to the age of about four score, and about a month ago there were published in the London dailies notices of the death of another gallery patriarch, Mr. John Doyle, of the *Morning Advertiser*. It is true that Mr. Doyle retired on a well-earned pension five years ago, but he had then seen 45 years of service, having entered upon his work in 1846.

A HORRIBLE tragedy is reported in the *Yushin Nippo*. About 2 a.m. on the 21st April a burglar entered the home of a resident of Tomikawa-mura, in Yamanaishi prefecture, and inflicted severe wounds on the occupier, his wife, and also on a friend who was spending the night in the house. Before running away the burglar set fire to the house, which was burnt to the ground. The three injured people gave information to the police, and when searching for the culprit, the bodies of the supposed burglar and the daughter of the house were found hanging from a tree about two *cho* away from the scene of the fire. It appears that the girl had been married to the man who was found hanging by her side, but the father of the girl, taking objection to his son-in-law, divorced him. The man was continually pressing to be re-admitted to the family, without success, and it is therefore supposed that he wreaked his vengeance in this terrible form.

HUDSON'S Surprise Party have a first rate programme for their opening night at the Theatre Royal to-morrow. We notice a number of new and popular items in the first part including "The Pledge of Kowloon" by Thomas P. himself. All the old favourites will be in their usual places and they are sure of a hearty welcome. Part 2 will include some high-class instrumentation by Miss Hazboud; the Gounlay in an original sketch, rhapsodising and parodising by Miss Linton and Mr. Hudson, songs by Wallace King, dances, juggling, &c. and Blumenthal's beautiful "Evening Song" arranged as a vocal duet. One of T. P.'s own farces closes the bill. If the said T. P. could only introduce a little cool air into the house the public cup of bliss would be full to overflowing. Laugh and applaud the audience must and it's warm work in a crowded theatre with the quicksilver bubbling and boiling away in the top of the glass.

OUIDA has more fads and (uncies than even a *hand-stitch* college girl. The scent she uses is made especially for her by a celebrated Venetian perfumer and costs \$40—*an ounce*. She cannot bear starched muslin the touch of velvet makes her feel creepy, and she faints at the smell of honey.

"HERE is a specimen of the manner in which hydrophobia scares are worked," writes "Dagonet" in *The Referee*. "Some few weeks ago a lady gave a young puppy not three months old to a gentleman. The pup ran out of the house one morning in his collar and lead. He was at once missed, and followed and discovered dead five minutes afterwards hung up by his head, his skull battered in by a policeman's truncheon. The officer, it seems, had mistaken the gambols of a three-month-old big clumsy puppy for rabies! This is the case which was heralded in the *Daily Mail*, 'Gallant Conduct of a Policeman'!"

The report of Surgeon-Captain Gerald Mansfield, A.M.S., on the experiments with the special Dum-Dum bullet, carried out at Messent (India) last December, furnishes some of the most conclusive evidence of the stopping powers of the new bullet. The experiments were made on the carcasses of newly-killed sheep, placed in different positions. The most noticeable characteristic of all the wounds was the large size of the so-called "wound of exit" as compared with the smallness of the "wound of entrance." The effect of the new bullet was said to be most destructive, so we ought now to have heard the last of fanatics charging home when ridden with bullets.

To prevent injury to the pastern joint of a horse's leg, by the interference of his feet, it is customary to buckle around the leg, on the inner side, near that joint, a tubular rubber guard or boot. Mr. George McCave, of Greenford, Ohio, obtained better results by affixing the boot lower down—in fact, just above the calks of the shoe. He keeps it there by means of a bit of sheet steel of just the right shape, riveted to a strap which fastens the boot, and bent so that its point will slip into a slot made between the shoe and the hoof. He claims, says the *New York Tribune*, that this plan is superior to all, for these reasons: (1) The device does not need re-adjusting; (2) it does not impede circulation of the blood; and (3) it still further reduces liability to injury to the limb.

CHARLES WOOD had a highly flattering reception the other day at Lincoln on resuming his vocation as jockey after "standing down" for a period extending over nine years, and it was made very evident that he has forfeited none of the popularity he could formerly claim. He recommended by riding *El Diablo* in the Trial Stakes, and, entrusted with the handling of such a presumed "good thing," seemed in the way likely he would win the first of the day's season. Mr. R. Pack's horse, who was battling with *Bartholomew* at the distance, seemed to have the verdict tolerably safe, but S. Loates brought up *Oxyrhynchus*, and the filly, at once obtaining second place, ran home an exciting finish with *El Diablo*, the result of a capital display of horsemanship on the part of both Wood and Loates being a dead-heat. Both jockeys, who were loudly cheered, did not have to fight their battle over again, as a division of the stakes was promptly arranged.

"X" WRITES to the *Times*:—"President Kruger's 'little hink' reminds me of another which was once shown to me as a curiosity. A provincial manufacturer in a small business had a daughter, a fine, handsome girl, about eighteen years of age, who was employed in her father's office as a clerk. A gentleman of family and fortune, well on in his sixties, came into the neighbourhood, fell in love with the young lady, and was accepted as her future husband. She had been but slenderly educated, and in view of the intended change in her social position her lover expressed a wish that she should give up her clerkship and should endeavour to 'improve her mind' on lines which he laid down. This was done, but difficulties arose, and finally the gentleman broke off the match. At the same time intimating that he wished to act liberally in the way of pecuniary compensation and invited the lady to suggest an amount. She replied by a carefully-drawn bill of charges on commercially-ruled paper, demanding so much for lacinated affections, so much for loss of the expected position, so much for expenditure in the preparation of her trousseau, &c., and, finally, 'To loss of time in improving my mind, \$1000'."







## Intimations.

## "ESSETS"

DISINFECTING FLUID.

## "ESSETS"

DISINFECTING POWDER.

## "ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

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FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maîtres in attendance.

The Hotel steam-lunch with European Agent attends arrivals and departures at every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

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## COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

## Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS, Hongkong, &amp; Co.

## Shipping.

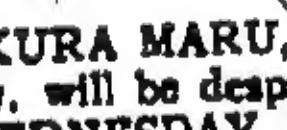
## STEAMERS.



NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

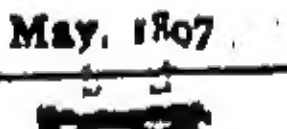


"SAKURA MARU,"

Captain W. Brady, will be despatched for the above Ports on WEDNESDAY, the 19th inst., at 4 P.M.

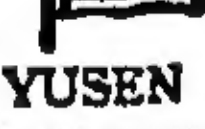
Excellent Accommodation on board for First-class Passengers.

For Freight or Passage, apply to



NIPPON YUSEN KAISHA.

Hongkong, 14th May, 1897. [797]



NIPPON YUSEN KAISHA.

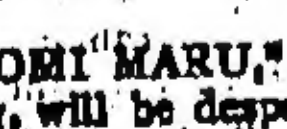
JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY &amp; MELBOURNE.

THE Company's Steamship

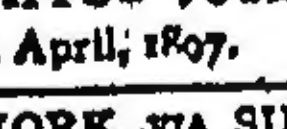


"ONI MARU,"

Captain C. Young, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.

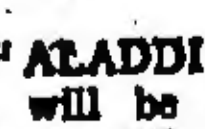
This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

For Freight or Passage, apply to



NIPPON YUSEN KAISHA.

Hongkong, 4th April, 1897. [745]



FOR NEW YORK, VIA SUEZ CANAL.

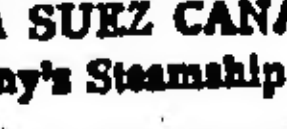
THE Company's Steamship



"ALADDIN,"

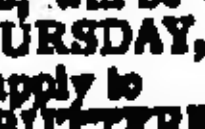
Captain Schmitt, will be despatched for the above Ports on or about the 23rd inst.

For Freight or Passage, apply to



SHEWAN, TOMES &amp; Co.,

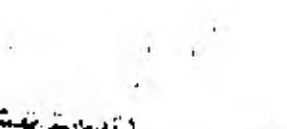
Hongkong, 8th May, 1897. [769]



OCEAN STEAMSHIP COMPANY.

FOR HAVRE, HAMBURG AND LONDON, VIA SUEZ CANAL.

THE Company's Steamship



"ANTENOR,"

Captain Jackson, will be despatched as above on or about THURSDAY, the 27th inst.

For Freight or Passage, apply to



BUTTERFIELD &amp; SWIRE.

Hongkong, 3rd May, 1897. [790]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Robson, will be despatched for the above Ports TO-MORROW, the 15th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK &amp; Co.,

General Managers.

Hongkong, 14th May, 1897. [795]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above TO-MORROW, the 15th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 14th May, 1897. [773]

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG AND LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above TO-MORROW, the 15th inst., at Noon.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 14th May, 1897. [702]

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"

Captain G. Heermann, will be despatched for the above Port TO-MORROW, the 15th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSEN &amp; Co.,

General Managers.

Hongkong, 13th May, 1897. [794]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"

Captain Hall, will be despatched for the above Ports on SUNDAY, the 16th inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK &amp; Co.,

General Managers.

Hongkong, 13th May, 1897. [796]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"KALGAN,"

Captain Phillips, will be despatched as above on SUNDAY, the 16th inst., at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 14th May, 1897. [777]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"TAKSANG,"

Captain Rolph, will be despatched as above on MONDAY, the 17th inst., at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 1st May, 1897. [723]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain Moore, will be despatched as above on TUESDAY, the 18th inst., at Noon.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 10th May, 1897. [775]

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOK.

VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

RETURNING.

VIA GENSAN, FUSAN, KOBE, SHIMONOSEKI, NAGASAKI, KIELUNG, FOCHOW AND AMOY.

THE Company's Steamship

"NAGATO MARU,"

Captain M. Nishimura, will be despatched as above on FRIDAY, the 14th inst., at 4 P.M.

This Steamer is specially fitted with Superior Passenger Accommodation, and a good opportunity is therefore offered to persons desirous of enjoying a Summer trip to the North.

Passengers are allowed to break their journey at any point en route, and connection may be made at Korean or Japan ports with the other Lines of the Company. Return Tickets issued.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th May, 1897. [795]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 AT British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Hongkong, 4th February, 1897. [844]

FOR NEW YORK.

THE 100 AT British Ship

"CLAN MACKENZIE,"

Captain McKee, shortly expected from Shanghai will load here for the above Port, and will have quick despatch.

For Freight or Passage, apply to

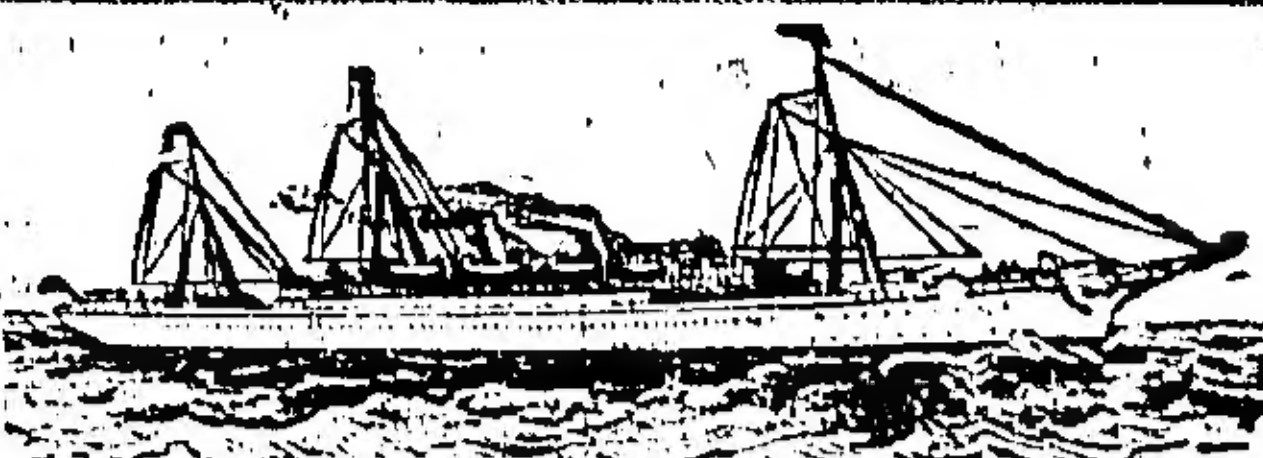
ARNHOLD, KARBURG &amp; Co.,

Hongkong, 3rd May, 1897. [745]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 5, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Piddar's Street. [3]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 20th May, at Daylight.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 17th June, at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 6th July, at Noon.

THE Company's Steamship

"GALIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officers in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd April, 1897. [3]

F. BLACKHEAD &amp; CO.,

SHIP CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTEN'S GENUINE

COMPOSITION RED HAND BRAND,

HARTMAN'S GREY PAINT,

DAMLER'S PATENT MOTOR LAUNCHES,

&amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

AND P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1897. [3]

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDSS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma ..... [2,549] Tuesday ... May 25.

Victoria ..... [2,167] Tuesday ... June 15.

Olympia ..... [2,608] Tuesday ... July 6.

Peking ..... [2,709] Tuesday ... July 27.

THE Steamship

"TACOMA,"

Captain Whistler, sailing at Noon, on TUESDAY the 25th May, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to